

The S.T.C., "Supplementary Type Certificate ", is a very important document. This is part of the proof you have complied with the Federal Aviation Rules and Regulations.

Once you have received all the AIR-TECH covering materials you will be sent the S.T.C. document, put this document in a safe place as it will be needed when your FAA form 337 is completed and your aircraft is ready for the FAA required "return to service" inspection by your I.A. See the Technical Information Page on the Home Page for more information on the FAA Form 337.

AIR-TECH Coatings inc. will take care of registering the Original Issue STC with the proper authorities and you will be on file with AIR-TECH if there is ever a question about the validity of this alteration.

Generating the F.A.A. Form 337

An authorized signed copy of the original STC must be attached to the FAA copy of the form 337 that is sent to your local FAA office for filing in Oklahoma City, Ok. aircraft records section. Just a STC number in the remarks section, of the form 337 is not sufficient.

The FAA form 337 has to be completed--that is the law.

As a rule the front portion of the form 337 is self explanatory, just fill in the blanks, but remember in block (4) to check "Alteration" next to AIRFRAME. Where the problem begins is in Block (8), "Description of Work Accomplished" section on the back. The following is an example of what needs to be addressed here. The FAA now requires that an authorized signed copy of the STC be attached to the completed form 337 that is sent to the local FAA. This is your written permission allowing you to use this STC by the owner of the STC. Most STC holders will stamp your original STC you are using with the date, aircraft serial number and registration number and put you on file this in their records as a legal user of the STC.

You just completed a full cover job on, say, a Piper J-3 Cub and now you have to explain what you did in Block (8) section on the form 337.

EXAMPLE **

8. Description of Work Accomplished

Removed all fabric from all fabric covered assemblies. Cleaned and inspected all uncovered assemblies. Made minor repair as necessary. Inspected all assemblies for corrosion and treated as necessary I/A/W A.C. 43.13-1A Chapter 1, Section 2., Chapter 3, Section 1, Chapter 6., and applicable sections of A.C. 43-4A entitled "Corrosion Control For Aircraft".

Completed final Pre-Covering inspection of all assemblies and found all assemblies satisfactory to accept new fabric covering.

Recovered all assemblies using F.A.A. P/M/A approved --(Ceconite, Stits, Superflight) dacron fabric - (D-101, D-102,---part#?-etc.) in accordance with Air-Tech fabric covering procedures manual entitled "Fabric Covering Information Manual" AT 101 Revision (8 or later) dated (date mm/dd/yy). This alteration is approved under F.A.A. S.T.C. SA xxxxxxxx. Applied Air-Tech flexible polyurethane color coat, color number (CBP xxxxxxxx yellow) as the base and decorated

out using color number (CBP xxxxxx black). This alteration is found to be compatible with any other installed and approved modification.

Make: Piper
Model: J3-C
Serial: -----
"N": N*****
Date: mm/dd/yy
Tack Time: hh/mm

-----End-----

Note ***

Make out 3 copies of this form 337, keep one copy for your file, send one copy to the FAA with a copy of the STC attached and put the original, with the original STC attached in the aircraft permanent records.

Suppose you just completed covering a wing for a, say, J-3 Cub and you are not going to reinstall it on the aircraft, but someone else will. The components, (wing, aileron, etc...) has to be returned to service in Block (8) "Description of Work Accomplished", may read something like this-----

EXAMPLE #2

8. Description of Work Accomplished

Removed fabric from right wing and aileron. Cleaned, inspected and made necessary minor repairs. Treated as necessary for corrosion I/A/W A.C. 43.13-1A Chapter 1 Section 2., Chapter 3, Section 1, Chapter 6., and AC 43.13-4 entitled "CORROSION CONTROL FOR AIRCRAFT".

Completed final Pre-Covering inspection and found right wing and aileron satisfactory to accept new fabric covering.

Recovered right wing and aileron using FAA P/M/A approved (Ceconite--Stitts--Superflight) fabric (Part no D-101-D-102, ##,etc.) in accordance with Air Tech covering procedures manual entitled "Fabric Covering Information Manual", AT 101, Dated mm/dd/yy, Rev: (7 or later). This alteration is approved under FAA S.T.C. No. SA xxxxxxxx. Applied Air-Tech flexible polyurethane color number (CBP xxxxxxxx yellow). This alteration is found to be compatible with any other installed and approved modification.

Make: Piper
Model: J3
Serial No.: *****
"N": *****
Date: dd/mm/yy
Tack Time: hh/mm

Note**The above listed assemblies were not reinstalled on aircraft, block (1) and block (2) of this form must be completed when they are reinstalled.

Mail a copy of this form with a copy of the signed STC attached to local FAA . Retain the original form 337 with original STC attached in the permanent aircraft records.

-----End-----

Field approvals

A field approval for an aircraft must be well thought out and a preliminary drawing submitted to your FAA Principal Inspector for discussion before any work is accomplished.

The FAA inspectors are limited by FAA Order 8300.10 on just what they can field approve.

What seems to be the real question by the technician is the continuedairworthiness process...

Question : Does the policy, continued airworthiness statement, include a major alteration performed under and STC?

Answer: No, this policy applies only to a major alteration performed under a field approval. For major alterations for aircraft, propeller, or engine installed using STC data, these alterations already are required to have instructions for continued airworthiness by Section 21.50 (b).

Sometimes such things as GPS, radios, and other appliances may not have instructions for continued airworthiness, however, Part 43 section 43.13 (a) still requires the technician to use acceptable data to maintain appliances. When an STC does not have instructions for continues airworthiness it is suggested you contact the local FAA office.

Give me an example of a continued airworthiness statement for a field approval.

Back side of Form 337 8. Description of Work Accomplished

(if more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date

Removed Hays 6.50 x 10 wheels and expander brakes --- (repair parts no longer available).

Installed Cleveland wheel and brakes 199-64 conversion kit using drawing 50-58 dated March 17, 1981 as a guide. Kit 199-64 consist of main wheel 40-40B (2), brake 30-28 D (2).

No special parts or spacer had to be built for this installation. Reinstalled original 6.50 x 10 - 6 ply tires. Complied with Product Reference Memo (metallic brake lining conditioning procedure) PRM14A.

Continued airworthiness and inspection of this alteration will be accomplished using Cleveland Wheel and Brake Component Maintenance Manual and PRM64 and 14A.

Aircraft: abcedfg

Model: xyz-55

N: N12345X

Date: dd/mm/yy

Tack Time: 555555

-----End-----

Note *** Be sure and make this same continued airworthiness statement in the aircraft log book and/or refer back to this form 337.-----this statement will alert the next technician who will be performing maintenance on this aircraft on what should be inspected and how the alteration will be maintained.

Inspection

Pre Purchase Agreement Statement

From time to time a facility or technician is ask to do a pre purchase inspection on an aircraft that a party is possibly going to purchase.

Do not put your company or your career in jeopardy. It is important that the shop or technician make no recommendations about what to look at on the aircraft and avoid any opinions.

Opinions and recommendations have a way of coming back to haunt you. After the sale you or your firm may be included as parties defendant in a lawsuit by an irate buyer seeking a pound of flesh.

A pre purchase inspection is simply designed to give a buyer a low cost look at the aircraft. It is not and should not be an airworthiness inspection.

I have made up a statement for the buyer to sign after you have completed a pre purchase inspection.